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Affairs of the Railways

Voluntary Relief Associations Costly Institutions on Some Lines.

Track-Laying During the Past Year—Bankrupt Roads—The Commission Question—The Indiana Midland.

Five of the more important systems of railways of this country have voluntary relief associations which pay benefits in case of accident to or the death of a member, and thus far in every case these associations have been non-supporting, and the railroad companies have been called upon to make up large deficits. When these associations were established it was expected the assessments would fully cover all payments, but this has not by any means been the case on either of the systems of railways, yet the advantages of the associations are thought, by many railroad officials, to be sufficient recompense for this outlay of money on the part of the companies.

Within the last few weeks the Journal has published statements of the operations of the relief associations of the Pennsylvania lines, the Baltimore & Ohio and the Philadelphia & Reading, and below are points in the annual statement of the Chicago, Burlington & Quincy road, just made public, which will be read with interest, as the question of establishing such associations is now being agitated quite generally. The Chicago, Burlington & Quincy road has a total of 1,000 employees, and the association has just passed through an extraordinary year, the association having 100 new employees were without the insurance advantages afforded by the brotherhood, and it was largely to supply this deficiency the association was formed in the first place. The association has been in full operation the assessments from its members have amounted to \$200,000 in round numbers, and during the year, the association has paid out \$400,000 in death and disability premiums, and this deficit has been made up by the "Q" people, as well as \$12,400 of unpaid assessments, making a total of \$524,000 of deficit that the company has had to provide for. The general expenses of the association have amounted to \$13,000, all of which also came out of the "Q" treasury, so it will be seen that it has been a very expensive institution, and as well as to the Eastern lines above mentioned. The last year the membership increased from 8,705 to 10,416, or about 40 percent of the employees on the system.

Track Laid in 1931.

The Engineering News publishes its usual annual summary of track laid in the United States during the year. According to the figures given, there have been 4,065 miles of new railway constructed between Jan. 1, 1931, and Jan. 1, 1932, which brings the total to a decrease of 1,574 miles from last year's figures, or the smallest mileage built during any year since 1885, when only 8,131 miles of track were laid. This decrease is quite evenly distributed over the country, each group of States showing a decrease with the exception of the Middle States—New York, New Jersey, Pennsylvania, Delaware and Maryland—which show an increase of 63 per cent. over last year, and the largest mileage constructed during any year since 1885. The States of New York and Pennsylvania have laid the largest amount of new track, 1,066 miles, and the six New England States the smallest, fifty miles. The State of Pennsylvania has laid 1st with 233 miles and is followed in order by Georgia, Washington and North Carolina with 241 miles, 231 miles and 221 miles, respectively. No track was laid in the States of Connecticut, Delaware, Mississippi or the Territory of Arizona. The State of Kansas, which laid 225 miles in 1931, has laid less than two miles in 1932. Among the other States which have laid small amounts are Maryland, three miles, and Rhode Island four miles.

Trying to Keep Up the Boycott.

An effort is being made by the board of railings to have the postponed meeting of the joint committee of the Trunk-line and Central Traffic associations held next Wednesday. Vice-chairman Donald said yesterday that he expected the rule would be issued to-day. Hopes are still entertained, it seems, that the action of the general passenger agents, recommending that the board of railings be kept in its powers, will not be ratified by the presidents, and that the effort to abolish common payments will be continued. The board of the board of railings have given up all hope of keeping in force the boycott against the Chicago & Alton, and admit that some other plan must be devised to bring the Eastern lines to bring their Western connections into co-operation with them for the accomplishment of their purpose.

Foreclosure Sales and Receiverships.

The next number of the Railway Age and Northwestern Railroaders, to be issued Jan. 1, will contain a review of the foreclosure sales and receiverships in 1931. It will show that twenty-one railway properties, with an aggregate mileage of 3,233 miles, and a capitalization of over \$108,000,000, were sold under foreclosure during the year. While this is less in the number of roads, and slightly less in the mileage than the totals of the previous year, it shows an increase of about \$3,500,000 over the capitalization represented by the roads sold. A summary of foreclosure sales for sixteen years shows a total of 408 roads, with a mileage of 53,748 miles, and a capitalization of \$2,224,000,000. Records were reported in 1931 for twenty-six different companies, representing 2,159 miles of railroad and \$84,470,000 of capital.

Locomotives Chained to the Tracks.

The Indiana Midland railroad, extending from Anderson to Waveland, at the western border of the State, is practically abandoned by its owners, chief of whom is Harry Crawford, of Chicago. Not a wheel has turned on the line since Sunday. The tie-up is caused by the treasurer, Madison, Hamilton and Boone counties seizing the rolling stock to satisfy unpaid taxes. Nine locomotives are chained to the tracks at Anderson. The railroad is to do anything to change the situation. The management is said to be the cause of the trouble.

Personal, Local and General Notes.

This month the New York Central has let contracts for forty heavy engines, thirty day coaches and two third class box cars.

A. B. Bridges has been appointed commercial agent of the Chicago, Milwaukee & St. Paul road, with headquarters at St. Louis.

M. E. Ingalls, president of the Big Four lines, will leave immediately after New Year's for New York, to be absent two weeks.

W. M. Hobbs, for years past trainmaster on the Rock Island road, has been promoted to superintendent of the Illinois division of the C. & R. I. system.

F. E. Buskirk to-day leaves the service of the Pennsylvania lines to become the assistant general passenger agent of the Erie lines, with headquarters at Chicago.

The Cincinnati, Hamilton & Dayton company is so pressed with work at its own shops that it has sent two of its locomotives to the Indianapolis, Decatur & Western shops to be rebuilt.

On Jan. 1, C. G. Hays succeeds D. H. Campbell at Plattsville, on the Sandusky division of the Big Four. Mr. Campbell goes to Greenville, on the Dayton Union road, succeeding E. B. Patrick, resigned.

General Manager St. John, of the Rock Island, announces the appointment of Dr. R. M. Middleton as surgeon-in-chief of the Rock Island company. Dr. Middleton's headquarters will be at Davenport, Ia.

Several trains for suburban service over the Big Four out of Cincinnati are being fitted out at the Brighton shops. One of these trains will be sent to Cincinnati to do a run between that city and Anderson, Ind., they are old Bee-line coaches

remodeled, and are as handsome and substantial as any coach built at the present day.

On Jan. 1 the office of controller of the Cincinnati, Jackson & Mackinac road will be abolished, F. S. Anable retiring. W. F. Booth has been appointed acting controller, and will look after the duties of the controller.

Judge Field, general collector of the Louisville, New Albany & Chicago road, who has been in the office for the last six weeks, has fully recovered, and left last night for Chicago on official business.

It is expected that as soon as the Cincinnati, Hamilton & Dayton secures control of the Cincinnati, Jackson & Mackinac road it will be obliged to begin a system of general improvements, as the road-bed and equipments are in bad condition.

It is stated that 1891 has been an unusually good year for the Louisville division of the Cincinnati, Jackson & Mackinac road, the receipts from this branch of service being at least 5 per cent. in excess of 1890, which means quite a gain.

The Chicago & Eastern Illinois is beginning the annual meeting of the National Brick-makers Association, to be held in Washington next month, have arranged to travel over the Big Four and the Chesapeake & Ohio roads.

The Indianapolis delegation, numbering fifty or more, who propose to attend the annual meeting of the National Brick-makers Association, to be held in Washington next month, have arranged to travel over the Big Four and the Chesapeake & Ohio roads.

A special from Valparaiso, Ind., says that the Pennsylvania Railroad Company has commenced grading for its double track at Winslow. Contracts have been awarded to grade nearly all the distance, and that point to which, which will be completed by spring.

F. Ratcliff, agent of the Peoria & Eastern at New Castle, Ind., retired to-day, and is succeeded by W. H. Shideler. J. D. Fidler, agent of the P. & E. at Danville, Ill., who was to have retired to-day, after serving for twenty-five years, has withdrawn his resignation.

Albert S. White, general freight agent of the Big Four lines, is in the city. He states that the association of the National Brick-makers Association, to be held in Washington next month, have arranged to travel over the Big Four and the Chesapeake & Ohio roads.

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The engagement is announced of Miss Mary Matfield, of Chicago, to Mr. and Mrs. E. B. Martindale, and Mr. Herbert Emery, of Boston, Mass.

Miss Georgia Whittier went to Chicago yesterday to attend the marriage of a cousin, who returns from the service of the company to-day. The dinner was given at the Columbia Club-rooms, and was one of the most expensive and sumptuous of the season. J. A. Barnard, general manager of the Peoria & Eastern, was master of ceremonies.

The revolution which is being wrought on the Union Pacific road, showing the advantage of placing practical railroad men at the head of a company's business. General Manager Mark is now operating the system on \$200,000 less monthly expense, without detriment to the service, and remittances are now going to Boston from the West where the drift of the drift of cash was going in the opposite direction.

D. B. Martin, general passenger agent of the Big Four lines, is in the city. He states that there is not a word of truth in the statement telegraphed from Chicago to the effect that between him and E. O. McCormick, general passenger agent of the Cincinnati, Hamilton & Dayton lines, there was an unpleasantness. He says their relations are of the pleasantest character, and he has no reason for stating that the C. H. & D. is in any way dissatisfied with the service of the Big Four.

Judge Graham, in the federal court at Chicago, yesterday rendered a decision staying proceedings in the action at law brought some time ago by the Peoria & Eastern against the Chicago, Milwaukee & St. Paul Railway Company to get possession of forty-five palace cars which had been seized by the Chicago, Milwaukee & St. Paul Railway Company for abrogating the contract. The suit will now be tried on the St. Paul's bill in chancery in the same matter against the Pullman company.

The Santa Fe and the Atlantic & Pacific roads are troubled with serious snow blockades in New Mexico. No passenger mails have been received at Albuquerque over the Santa Fe for four days. The passenger trains are snowed in in the Raton mountains and in the Raton street in the vicinity of Springer. The snow blockade on the Atlantic & Pacific is between Grants and Chaves. The snow-storms in the Westward grade of excellence and are a thing unheard of for severity, and stories of great suffering among the villages in the mountains are current.

The Chicago Association of General Superintendents, at a recent meeting, adopted a resolution which is in the form of a recommendation to the general managers of the trunk-line and central traffic associations to be compared once a week with the telegraph time of the road, in order that proper comparison and record may be made.

V. T. Malott, chairman of the executive committee of the Chicago & Western Indiana road, who has charge of the improvements, expending the money as he sees fit, has just received the annual statement of the road, which shows that of the \$1,000,000 voted to be expended on the property, he has expended but \$350,000. With this money he has been able to accommodate the business at junction points, were put in, and notwithstanding the big winter, the road has been in operation for the last three months, the facilities have been so improved that no delays or blockades have occurred. During the year seven heavy locomotives have been added to the company's motive power. The coming year he will make extensive improvements at the terminals in Chicago, and about the depot

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